SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

# INFORMATION REPORT

CD NO. 25X1A

FLO 536

COUNTRY USSR(Altai Krai)

DATE DISTR. 14 March 1952

SUBJECT ATZ Tractor Plant at Rubtsovsk

NO. OF PAGES 2

PLACE ACQUIRED [redacted] 25X1A

NO. OF ENCLS. 1 (LISTED BELOW)

DATE OF INFO. [redacted] 25X1A

SUPPLEMENT TO REPORT NO. 25X1X



[redacted]

1. The Altai Tractor Plant, designated ATZ, was on the northeastern outskirts of Rubtsovsk (51-31N, 81-14E). The Semipalatinsk - Barnaul railroad line passed along the southwestern edge of the plant. The plant had spur tracks leading to this railroad line, but the exact junction of the main line and the spur track was not known. The plant was built during the war. The original work force was detailed from the Kharkov Tractor Plant, which also supplied about 20 percent of the machinery at the Rubtsovsk plant. The remaining 80 percent of the equipment consisted mainly of American machines and also of German, British, and other European machinery. Production started in 1945, but construction work was still not yet completed in July 1948.

2. Most estimates of the plant area range between 600 x 800 meters and 1,000 x 1,200 meters. The estimates are rather vague, because in the northeastern corner of the plant a large building project was under way with several workshops partially completed. This building project was designated variously as "ball-bearing plant" or as "ATE" Plant (Altai Tractor and Electrical Accessories Plant). The employment of PW's on the construction of these new buildings was not reported. *

3. The indications on the production of the ATZ are very va[redacted] 25X1A reported that a caterpillar tractor about 4 meters long [redacted] indicated four double bogie wheels with springs, while a [redacted] six small bogie wheels and two track-supporting rollers, [redacted] reported four bogie wheels and two track-supporting rollers. The tractor has a box-type body for two men. Six sources indicated a four-cylinder four-cycle engine. [redacted] 25X1A a crude oil engine while [redacted] it was a gasoline engine. 25X1A

4. [redacted] 25X1A the 10,000th tractor was allegedly completed in March 1947. The following daily production figures were indicated [redacted] 25X1A

| | | | |
|---|---|---|---|
| 1947 | 15 to 20 | July 1948 | 30 (possibly scheduled rather than actual output) |
| May 1947 | 18 | | |
| January 1947 | 25 | | |
| Spring 1947 | 25 to 30 | Middle of 1948 | 15 |
| | | Middle of 1948 | 25 to 30 |
| | | July 1948 | 30 to 35. |

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In addition to this production, a large number of accessory parts was said to be produced by the ATZ for tractor stations located mostly in the Ukraine and Urals. Tractors and boxes with spare parts were shipped from the ATZ by rail. Among the incoming shipments only raw materials, bars, rods and plates were observed. The manufacture of the electric accessory parts was done in the plant.

5. Estimates of the plant's work force, which worked three shifts, ranged between 10,000 and 25,000. Of these, 35 to 45 percent were women.

6. The plant was surrounded by a barbed-wire fence with watchtowers at intervals. No air raid precautionary measures were observed. **

25X1C [redacted] Comment. See Annex for layout sketch of the ATZ. This sketch is based on sketches made by various sources.

25X1C [redacted] Comment. According to Krasnaya Zvezda of 21 September 1947, production started at the ATZ in 1944, long before the final completion of the plant. According to the Ogonyok of September 1948, 1,000 tractors had already been produced by the end of 1944, and more than 20,000 tractors had been built by the fall of 1948 when the plant reached 50 percent of its scheduled capacity. According to the Sovietskaya Armiya of 8 May 1949, ASKhTS-NATI caterpillar tractors of 52 HP were built in 1950 but the caterpillar Diesel tractor DT 54 has been built since May 1949. The DT 54's fuel consumption is 65 to 70 percent that of the ASKhTS-NATI tractor, which is a petroleum tractor, and its lubricant consumption 40 percent. According to Soviet press reports the average monthly tractor output of the ATZ was about 400 in 1945/1946, about 400 in 1946/1947, and about 500 in 1947/1948. The daily production figures indicated in this report can therefore not be average figures. Production can not have averaged 20 to 25 units daily before the middle of 1948. An average daily output of 35 units was presumably not reached before 1950. The following plant officials were mentioned in Ogonyok No 41 of 1948:

M.S. Sidelnikov, chief engineer,
E.A. Sarkisyants, chief technical designer,
D.S. Gakhinson, chief of the tractor designing office,
Kh.A. Veikhmann, chief of the engine designing office.

1 Annex: Sketch.

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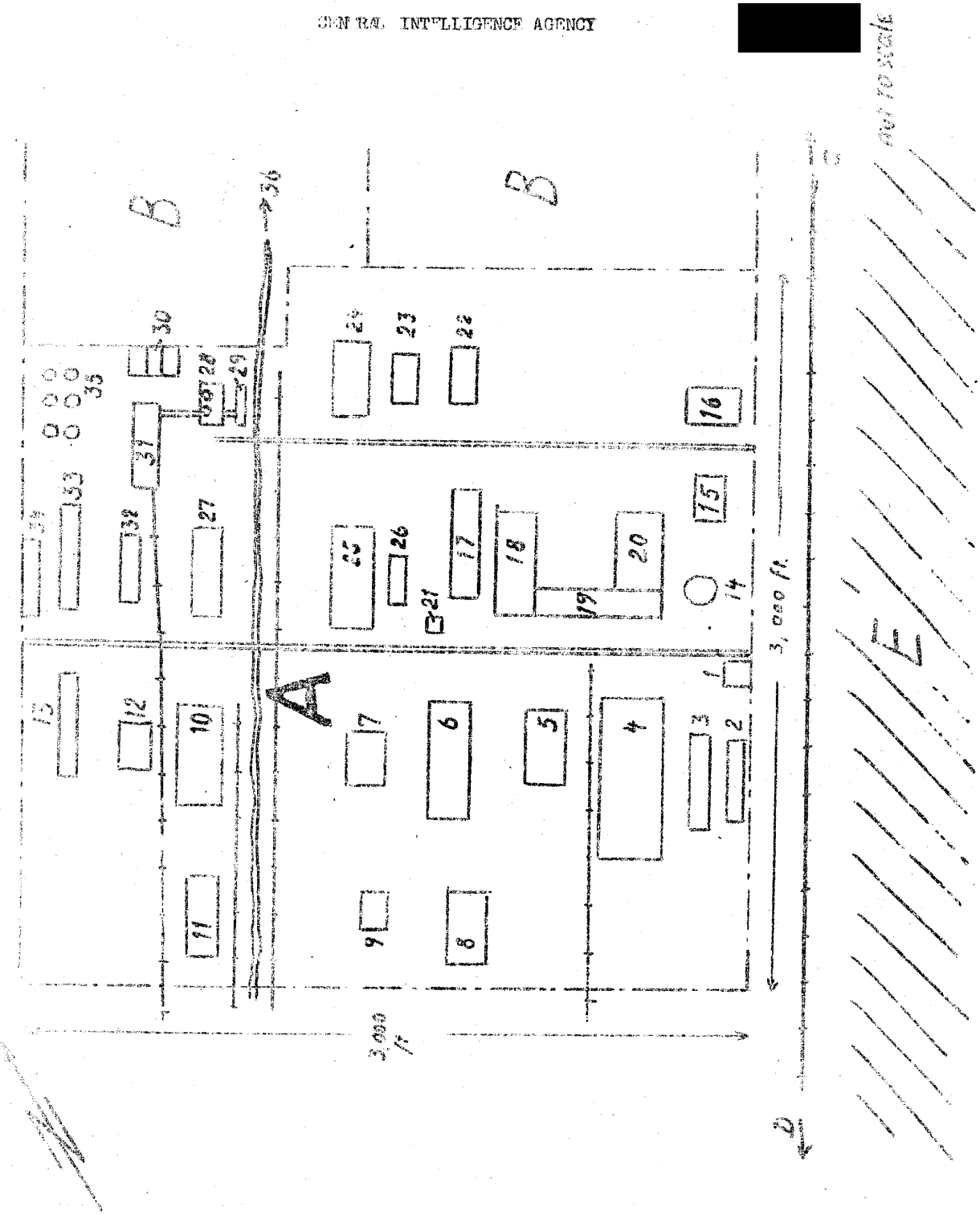

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Annex

ATZ Tractor Plant in Rubtsovsk

Legend to Layout Sketch.

A. ATZ Tractor Plant.

1. Guard house and office.
2. Electrical workshop.
3. Tool shop.
4. Parking space and loading ramp for tractors.
5. Pressing shop, measuring between 60 x 40 meters and 150 x 50 meters and producing plate parts for tractors. According to one source, this shop had four eccentric presses with pressure of between 70 and 200 tons, flanging presses, and plate shears. Another source reported this shop equipped with 60 presses, including 20 of American make, 5 drop shears, 2 grinding machines, 1 vertical turning and boring machine, 10 lathes, 3 drilling machines, 5 milling machines, and several electric welding instruments. According to a third source, the pressing shop was divided into two departments, in one of which there were three electric smelting furnaces, a large press, five large drop shears, several small drop shears, and drilling, milling, and punching machines.
6. Iron foundry, whose size was generally estimated to be between 60 x 40 meters and 100 x 80 meters. The foundry had two brick smokestacks, some small metal smokestacks, three or four conveyor belts for castings, and two or three crane installations. Four sources reported that the foundry had three cupola furnaces, though estimates on the number of these furnaces ranged up to ten. It could not be determined whether the foundry for nonferrous metals was housed in the same building or in another small building.
7. Sand dump and molding shop.
8. Workshop under construction.
9. Locksmith's shop working for plant requirements.
10. Steel foundry, which measured approximately 100 x 70 meters, and which was equipped with four electric smelting furnaces, six electric smelting furnaces, and two or three belts for molds.
11. Workshop under construction.
12. Pattern-making shop.
13. Material depot.
14. Vehicle repair shop
15. Electrical workshop, which may be identical to the shop given as item 2. Or possibly one of the two may be only a repair shop working for plant requirements.
16. Garage.
17. Machine shop. ) U-shaped building design reported
18. Machine shop. ) by only two sources. Four sources
19. Shop for the construction of chassis and installation of engines. ) mentioned three large and two sources four large parallel workshops connected by conveyor belts.
20. Final assembly and spray-painting shop. ) This part of the plant was off-limits to PW's.
21. The "leaning tower". The landmark of the plant, this building was not completed because of an error in construction. Office rooms were in this building.
22. Kitchen.
23. Sawmill.
24. New building, a foundry according to four sources.
25. Forge, estimates of whose size ranged between 80 x 40 meters and 150 x 50 meters. This shop had six large steam or pneumatic hammers plus a new American steam hammer, a heavy crane, and some burring machines. The number of annealing furnaces is given variously as 3, 20, and 12.
26. Cutting shop and raw material dump, often designated "small forge".
27. Hardening shop and grinding shop, whose size was estimated to be between 80 - 120 x 40 meters.
28. "Kraftzentrale". Because of its two smokestacks and because of the

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Annex

supply of coal which came to it from the near, built coal bunker, this plant was judged by the PW's to be an installation producing steam for the power plant (No. 29) and for heating the entire TE.

29. Power plant (E-Werk) which, about the height of a four-story building, not only supplied the TE but also, according to the Soviets, provided electricity for parts of Rubtsovsk.

30. Water basins for cooling water.

31. Coal bunkers with a conveyor belt to the power station (Kraftzentrale)

32. Wire and spring department, covering an area of about 60 x 50 meters and equipped with two annealing furnaces, two drawing benches for wires, and an annealing furnace for spiral springs; two sources reported that in an annex to this building there were automatic screw and nut cutting lathes, which were dismantled goods or reparations goods from Germany.

33. Storehouse.

34. Oxygen factory, mentioned only by one source.

35. Railroad fuel depot, which was above-ground, but which allegedly also had underground installations.

36. Brick

37. Site of the new building project.

38. Railroad line to Semnal.

39. Railroad line the Rubtsovsk railroad station to Semipalatinsk.

40. Rubtsovsk.